

Joplin Complete Streets Ordinance

Vision and Intent

Complete Streets are designed and operated to provide safety and accessibility for all users of our roadways and trail systems, including pedestrians, bicyclists, trolley users, motorists, emergency vehicles, freight and commercial vehicles, and people of all ages and abilities. Complete Streets principles contribute to the safety, health, equity, and economic viability of a community by providing accessible and efficient connections between home, school, work, recreation, and retail destinations and improving the transportation environment throughout the City of Joplin.

The City of Joplin intends to formalize the planning, design, operation and maintenance of streets so they are safe for all ages and abilities and provide a multimodal transportation network.

Diverse Users

Joplin recognizes that users of various modes of transportation, including, but not limited to, pedestrians, bicyclists, transit users, motorists, emergency responders, freight and commercial drivers, are legitimate users of the transportation network and deserve safe facilities. “All Users” includes users of all ages and abilities.

While this ordinance applies throughout the community, Joplin shall develop plans and set goals to prioritize and ensure the successful implementation of Complete Streets in neighborhoods which have experienced historic underinvestment, poor health outcomes, or can be otherwise categorized as low-income neighborhoods. “Low-income neighborhoods” are defined as neighborhoods where 51% or more of residents are low-income.

Full Commitment

The City of Joplin recognizes that all transportation projects must apply Complete Streets design principles; this shall include new projects, reconstruction, or maintenance. Joplin will, to the maximum extent practical, design, construct, maintain, and operate all streets to provide a comprehensive and integrated street network of facilities for people of all ages and abilities.

While any such Complete Streets projects are being constructed or repaired, Joplin will ensure that appropriate accommodations are provided to support the safe, reliable movement of all users within the project area, regardless of their preferred mode of transportation.

Clear Exceptions

Transportation infrastructure may only be excluded where documentation and data indicate that the costs or impacts of accommodation are excessively disproportionate to the need or probable use or future use upon approval of the Complete Streets Committee.

Any and all documentation or data provided for the purpose of demonstrating a proposed exception must be made publicly available and identified as such via public notice at least 30 days prior to granting said exception.

Jurisdiction

Implementation of the Joplin Complete Streets ordinance will be carried out cooperatively within all relative departments in Joplin and, to the greatest extent possible, among private developers, and state, regional, and federal agencies.

Joplin shall, when applicable, work to encourage collaboration across jurisdictions within its borders on appropriate projects.

Implementation of the Joplin Complete Streets ordinance will be carried out by the Complete Streets Committee. The Complete Streets Committee will be made up of internal City of Joplin staff and community members from the following groups:

- Department of Public Works
- Department of Planning, Development and Neighborhood Services
- Department of Parks and Recreation
- Joplin Police Department
- Department of Health
- Convention and Visitors Bureau
- Joplin Trails Coalition
- Trails and Connectivity Working Group
- 2 Representatives from neighborhoods which have experienced historic underinvestment, poor health outcomes, or can be otherwise categorized as low-income neighborhoods.
- 2 Representatives from the general public

Joplin shall train pertinent staff and decision-makers on the content of Complete Streets principles and best practices for implementing policies. Such a training opportunity must occur at least once per calendar year.

Design

Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects, as appropriate. All transportation infrastructure and street design projects requiring funding or approval by the City of Joplin as well as projects funded by the State and/or Federal government shall adhere to Joplin's Complete Streets policy.

The Joplin Complete Streets policy will focus on developing a connected, integrated network that serves all road users. Complete Streets will be integrated into policies, planning, and design of all types of public and private projects, including new construction, reconstruction, rehabilitation, repair, and maintenance of transportation facilities on streets and redevelopment projects.

To the greatest extent possible, Joplin shall work to incorporate native plant species and sustainable landscaping elements into Complete Streets projects.

The latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets. A list of guiding documents will be maintained and updated by the Complete Streets Committee and can be found on the Complete Streets page of the City of Joplin website.

Land Use and Context Sensitivity

The endeavor to reorient Joplin towards the principles of Complete Streets also necessitates a greater consideration for how transportation intersects with broader land use decisions. As a result, all new or revised land use policies, plans, zoning ordinances, and other documents shall be required to specify how they will support Complete Streets.

In order to ensure that full consideration is being given to Joplin's physical, economic, and social setting, Complete Streets principles, in both development and implementation, shall include community context as a factor in decision making. The context-sensitive approach will include a range of goals by giving significant consideration to stakeholder and community values. The overall goal of this approach is to preserve and enhance scenic and historic resources while improving or maintaining safety, mobility, and infrastructure conditions.

Such significant changes, while necessary, can impose a burden on vulnerable communities if significant care is not taken from the outset to discover and avoid such harms. Thus, to the greatest extent possible, when implementing this policy, Joplin shall work to identify and mitigate unintended consequences, such as involuntary displacement due to the rising costs of living.

Performance Measures

In order to monitor and fully understand progress that is being made towards the implementation of Complete Streets, Joplin shall establish internal and external performance measures as part of the Complete Streets policy.

Joplin shall use the categories and metrics listed below to measure the internal implementation of the Complete Streets policy:

Category	Metrics
Policy	Number of policies updated to comply with the Complete Streets policy
	Number of exemptions granted
Personnel	Number of staff trainings completed
	Number of community engagement activities

Joplin shall use the categories and metrics listed below to measure the external implementation of the Complete Streets policy:

Category	Metrics
Safety	Number of crashes resulting in fatalities and/or serious injury
	Crash location
Infrastructure	Amount of new sidewalks built
	Amount of existing sidewalks repaired
	Amount of new trails and/or bike lanes built
	Number of connective* projects completed
Usage	Number of users on existing infrastructure
	Number of users on new infrastructure
	Breakdown of transportation mode usage on existing roadways

*Connective projects link existing infrastructure, e.g., a project that connects two trails via bridge.

Additionally, the data related to external performance measures outlined within this policy shall be disaggregated to measure how implementation affects neighborhoods with historic disinvestment, poor health outcomes, and areas with diminished access to transportation options.

Data related to both the internal and external performance measures outlined within this policy shall be collected, analyzed, and released to the public every two years.

Project Selection Criteria

Joplin shall establish criteria to encourage funding prioritization for Complete Streets implementation with at least the following principles in mind:

- Connectivity – connecting existing infrastructure to existing infrastructure and creating additional connections to community assets (including, but not limited to, businesses, schools, community centers, city halls, medical facilities, parks, voting locations, or libraries)
- Multimodality – implementing projects that expand infrastructure for modes of transportation other than the car
- Economic Development – proposed project supports broader efforts to enhance economic development
- Equity – project will broaden transportation options for neighborhoods with limited connectivity to community assets

Implementation Steps

Joplin shall make Complete Streets practices a routine part of everyday operations when feasible, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

Joplin shall work to revise all related procedures, plans, regulations and other necessary processes to adhere to the principles of this policy within five years of its adoption.

Further, Joplin will work to ensure that this policy remains in accordance with the optimal standards of the latest policy elements as authored by the National Complete Streets Coalition.

The Complete Streets Committee, in collaboration with appropriate staff, shall collect and publicize the performance measures identified in this policy. The committee should also use community engagement to educate the public about the principles of Complete Streets.

In addition to this policy, Joplin shall look for opportunities to curb dangerous driving behavior, including but not limited to, distracted driving and excessive speeding.